fuel than the Boeing 757 aircraft fitted with Rolls Royce engine over a stage of 600 kms, the average sector length to be operated by the new aircraft.

M/s International Aero Engines (IAE), manufacturers of the V-2500 engine had given a guarantee to Indian Airlines that V-2500 engine would be 7 per cent more fuel efficient as compared to the CFM **56-5,** the alternate engine available on Airbus A-320 aircraft. It is understood from Airbus Industries that the differential between the two engines is less than 7 per cent. Indian Airlines has approached international Aero Engines to prove compliance of the fuel consumption guarantee.

According to the agreement, any shortfall in the fuel consumption guarantee should be compensated by the International Aero Engines.

**Dual policy of Indian Airlines in regard to payment of compensation to Indian and foreign passengers**

1533. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION be pleaded to state;

(a) whether it is a fact that the Indian Airlines follows a dual policy in the payment of compensation to the accident victims in as much as rates of compensation are different in respect of Indian and foreign passengers;

(b) if so, what are the details of the prevailing rates applicable to respective categories of passengers with justification therefor; and

(c) whether Air India also follows similar policy?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) and (b) Indian Airlines does not make any distinction between passengers based on nationality while giving compensation to accident victims. The quantum, of compeation payable is governed by the Indian carriage by Air Act, 1972. In respect of international carriage, compensation is governed by the Warsaw Convention and the Hague Protocol. In respect of domestic carriage, the Act provides for minimum compensation of Rs. 2 lakhs for passengers aged of 12 years and above and Rs. 1 lakh for passenger below 12 years of age. Indian Airlines has, with effect from the 1st of October, 1989, voluntarily agreed to pay compensation of Rs. 5 lakhs and Rs. 2. 50 lakhs to the passengers of 12 years and above and passenger below 12 years of age, respectively.

(c) For international carriage, Air-India pays compensation of US Dollars 1, 00, 000 per passenger. For non-international carriage Air-India has agreed that the limit of liability shall be Rs. 5 lakhs if the passenger is 12 years and more and Rs. 2. 5 lakhs if the passenger is below 12 years of age, on the date of accident.

**Procurement of A-320 Airbus**

1534. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION be, pleased to state:

(a) whether it is a fact that the decision for procurement of A-320 Airbus was taken by Government following due analysis and examination of various bids of other aircraft body and engine manufacturers, by incumbent experts from technical and financial wings of Indian Airlines and the concerned Ministries;

(b) what are the names and the designations of those experts who were involved in the bid examination work; and

(c) what are the names of other bidders who had participated in the bid?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN); (a) to (c) While selecting B-757 aircraft in June, 1984, Indian Airlines had evaluated and compared the following aircraft: —

1 Airbus A30084
2 Airbus A310-200
*3* Beaing 757-200

4. Boeing 737

5. Modonnel Douglas MD-30

6. Fokker F-28-4000

7. British Aerospace 146-100

The evaluation of the Airbus A320 aircraft vis-a-vis B-757 aircraft was made by the top management team of Indian Airlines comprising M. D., DMDs and other concerned departmental heads. The study was carried out with the help of officers of the Planning, Finance, Engineering, Operations Commercial and Training Departments. The proposal of Indian Airlines was thereafter considered by the Ministry of Civil Aviation in consultation with all concerned appraisal agencies before according Government approval.

**Recruitment of technicians by Indian Airlines**

1535. SHRI ANAND SHARMA Will the Minister of CIVIL AVIATION be pleased to state.

(a) whether Government's attention has been drawn to reports regarding delay in the recruitment technicians by Indian Airlines;

(b) if so what are the detals thereof; and

(c) what is the effect of this delay on the maintenance of aircrafts?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATOIN (SHRI ARIF MOHD. KHAN): (a) and (b) There has been no delay in recruitment of technicians in Indian Airlines.

(c) Since there is no delay in recruitment of technicians, the question of its effect on maintenance of aircraft doe's not arise.

**Expansion of Indore Airport**

1536. SHRI AJIT P. K. JOGI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal under Government's consideration for the expansion of Indore airport and also for increasing the length of its runway;

(b) if so, what are the details thereof

(c) what is the estimated cost of the said work and what amount of financial allotments have been made for the same; and

(d) by when the work is expected to be completed?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN); (a) Yes, Sir.

(b) and (c) The National Airports Authority has a proposal to extend the existing runway by about 900' and recarpet the existing ranway at an estimated cost of Rs. 2 crores. This work has been included in the Draft 8th Five Year Plan and would be taken up for execution by the NAA after the land is acquired and the 8th Plan proposals are approved.

(d) The work is expected to be completed in 18 months from the date of its commencement.

**Steps taken for The imorovement of manpower training in Indian Airlines and Vayudoot**

1537. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION be pleased to state the steps that are being taken by Government to improve the manpower training, maintenance of aircrafts, adequate stocking of spare parts and navigational aids at the airports, in view of the recent airport accidents pertaining to Indian Airlines?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN) Adequate attention is laid to manpower planning particularly to the engineers and pilots as per the laid down standards. In so far as the requirement of manpower for